

The Minutes of the Hants & Dorset ARA (Wessex Region) Safety Meeting on Saturday, 11th February, 2017 at the BTC Rowing Club.

Prior to the start of the meeting those already in attendance joined the Water Safety Commission members in a re-audit of the Safety procedures and facilities of the BTC Rowing Club (escorted by Club Vice Captain and acting Safety Adviser – Adam Ratcliffe – which proved to be satisfactory although there were some areas to be addressed and these were all in hand.

Present: Clubs/Events represented – Dolphin, Southsea, Ryde, Shanklin, Itchen, BTC, Southampton (+ Woolston Regatta), Lymington, Bournemouth and Poole plus Swanage Regatta. Non-H&D affiliated Wessex Clubs/Schools and Universities were invited but none attended. Phil McCorry, RRRSA of Wessex East invited but did not attend.

The only H&D Rowing Clubs/Events not in attendance were Newport – for the 2nd consecutive year – and Christchurch and Coalporters although all three had sent apologies.

Individual apologies were received from Mike Green of Christchurch, Chris Lucas of Newport, Tom Schofield of Coalporters and Mark Sims of Bournemouth Collegiate Schools Boat Club and Christchurch.

Mark Viner, the Chairman of the Safety Sub Committee opened the meeting, thanked and welcomed everyone in attendance and expressed his disappointment and concern that three Clubs and Regatta's had failed to send representatives to the meeting – it being difficult to believe that there was no one at the Clubs who was available to attend.

The meeting then considered the minutes of the last meeting which had been previously circulated and were agreed to be a correct record on a proposal from Adam Radcliffe, seconded by Richard Wardsworth – with matters arising from the minutes all covered by agenda items

The Association Secretaries Report to the H&D Autumn Delegates Meeting and the Wessex Region AGM, which had been previously circulated was approved by the meeting [*see attached Appendix A*].

He then went on to give a summary of the activities and meetings of British Rowing National Safety Committee (NSC) which he attends in his capacity as the regions Regional Rowing Safety Adviser (RRSA). He reminded the meeting of the status of the Wessex Region within British Rowing from a Safety perspective [One vote on NSC – but reps. From Wessex West & South East Coast can attend meetings; Wessex West & South East Coast will remain responsible for review and acceptance of own Club Audits and analysis of incident reports; Phil McCorry (Bexhill) is Safety Adviser for South East Coast.] [*see attached Appendix B*].

The RRSA explained how important it was that the Club Safety Adviser contact with BR was correct and that it is kept up to date. This is usually the CWSA. Without this the Clubs, may not receive Safety Alerts, Incident Reports and other Safety information. Clubs can check and update their contact information via contact with BR or through the on-line BR Club Management system.

The Meeting was then briefed on the recently launched revised British Rowing Row Safe – and the Coastal Section. The 2016 version of RowSafe can be found at <https://www.britishrowing.org/about-us/policies-guidance/rowsafe/>. The new version is called RowSafe **2016** - because it will be reviewed and revised every year. Its long and comprehensive - there are 186 pages with links to other information both in the British Rowing website and beyond. The BR "New version of RowSafe" PowerPoint presentation" was then shown to the meeting providing much detail of its contents.

The Coastal Section of RowSafe2016 - 10.1 Coastal and Inshore Rowing - was then considered in more detail. This section is predominantly based on the submission the H&DARA Safety Committee made to the NSC

around a year ago – after consultation throughout the region - and as suggested it relates to what we have termed “Inshore Coastal Rowing” as opposed to Offshore – FISA, Gig etc. where the Row Safe section has still to be produced.

The RRSA then reported on the BR Club Safety Audits that had to be submitted by the end of 2016. He advised the meeting that the revised Club Audit was launched in September, 2016 and went live soon after and remains a recognised part of the affiliation process and as such it had to be completed, submitted online and accepted by the Regional Rowing Safety Advisor (RWSA) no later than Saturday 31st December 2016. The number of questions that Clubs had to answer had been significantly reduced with most of those that were not safety related removed. It is not a “Pass” or “Fail” audit – but a statement of the Clubs situation. Audits are “accepted” – not “approved”. They are accepted if all questions are answered and if Risk Assessments have been uploaded if the response to the questions on Risk assessment uploaded had been YES. The Meeting then viewed the BR “Club Safety Audit” Power point presentation after which the RRSA gave his report on last year’s audits – stating that All Wessex Clubs audits have been accepted except Southampton University Medical School Boat Club – who have never responded and Southampton University Boat Club who have failed to upload any Risk assessment. Four Clubs missed the 31st December deadline for submission and acceptance and were briefly suspended by BR for failure to comply. Seven Club Audits were initially not accepted – due to missing /incorrect responses, failure to upload risk assessments or “host Club issues”. Southsea – were incorrectly classified as being a Wessex South Coast Club by BR – so their audit was sent to Phil McCorry who accepted it. Solent University Boat Club do not appear on any list – and I can only assume they are no longer affiliated to BR and neither do SWAC – who status within BR has never been very clear. The initial Issues/Reasons for non-acceptance of Audits were - Clubs stating in their submitted Audit that they had uploaded to the Clubs Google Drive Folder copies of their Risk Assessments – but had not. Solution is to upload the Risk Assessment – or change the response to the Questions from “YES” to “NO” or “TO BE ADDRESSED”; Clubs stating in their submitted audits that they were a “hosted” Club when they were not – several Clubs stated that they were hosted by themselves. The questions asked of a “hosted” Club automatically reduces from 70+ to 41 – therefore several questions were unanswered. The correct response to the “hosting” question is “NONE OF THESE” unless you are a hosted Club; Clubs answering question in their submitted audit with an “X” rather than “NO” or to be addressed.

BR had also been able to address the problem we had last year when RRSA’s ability to download the audit responses into a spreadsheet was not available. This year they could provide this again – in excel format to all RRSA’s. However, despite the reduction in the number of questions analysing this in a meaningful way is still very difficult. However, the RRSA has been able to extract, as he has in the past, a list of the questions that receive the most “still to address” responses - which were considered at meetings in the past in the hope of providing collective solutions.

The Spreadsheet was analysed and any Questions that had more five or more "To be addressed" responses were considered by the meeting – they were as follows – with the number of clubs in brackets – *and comments in italics.*

- Does your club review its risk assessments regularly (typically yearly)? [5] *No collective help needed – Clubs just need to put the discipline in place.*
- Does your club have an Emergency Action Plan (EAP) within the Club Safety Plan which is communicated to all club members? [10]. *All to “search” for good examples that can be adjusted to suit Club and share results aiming to find a model we can all use.*
- Does your club regularly monitor the British Rowing online reporting system to gather information on club incidents and use the statistics to develop safer practices? [5]. *Example of Ryde’s Annual summary of incidents shown and to be shared as one possible solution to this.*
- Does your club have written procedures in place for the use of safety aids and ensure that all members understand and follow them? [7]. *All to search for suitable examples and share.*
- Does your club ensure that, before use, all lifejackets and buoyancy aids are - checked for wear and tear, are checked for damage, contain an appropriate gas cylinder, have a service record in the

maintenance log, have a designated place where they can dry out naturally away from a heat source [8]? *All Clubs do this to an extent but not for every outing – which may be impractical.*

- Does your club provide training for Safety Aids? Please specify what other Safety Aids your club provides training for, if applicable. [7]. *One way is that Ryde carry out throw-line training and put coxswains in life jackets and discharge during swim tests/capsize drill. Clubs to share other methods.*
- How does your club determine members' ability to swim? [8]. *Swim test during capsize drill – and sign-off most common methods. Practical is best and to be encouraged.*
- Does your club require all launches to carry a plate stating the maximum weight it can safely support, together with this translated into the number of adults? [6] *Newer safety boats have them older don't. May have to seek guidance from manufacturer to recreate.*
- Does your club require launch drivers to hold, as a minimum, the RYA Level 2 powerboat certificate (appropriate to water conditions; inland; coastal and use: Safety boat) or equivalent certified training? [5] *Some Clubs have some – but RYA2 is expensive and often difficult to arrange. Most felt in-club training if comprehensive is acceptable as "equivalent".*

On Line Incident Reporting – analysis of seventh year. The meeting briefly reviewed the reasons why incidents need to be reported – and the process involved. They were required so that lessons can be learnt, procedures improved and statistics provided - and for insurance purposes – and was a requirement of the ROSPA report on Safety in rowing following Blockley and Reading incidents and they are an important formal record of an incident – in case of repercussions later. Reports are completed on-line via BR Website and are "Relatively" simple form to complete – with more detail added if an incident is flagged as serious and a "Simple Capsize" option available. Anyone can complete an incident report and it's better to receive more than one on same incident than none. Copies of all incident reports submitted automatically sent to Regional Rowing Safety Advisor, National Safety Advisor and BR and for incidents that may generate BR individual insurance claim BR are obliged to advise their insurers.

The RRSA had requested some Nationals Stats on Incidents and the HRSA, Stephen Worley, had sent the Wessex and South East Coast Incident Report Analysis 2016 for which was not quite what was requested but made interesting reading - and had some National Stats included. He had taken a different approach to the RRSA when analysing the incidents which give slightly different results or a different interpretation of them. Nationally there had been 1196 incidents reported in 2016. Top 3 reasons - 360 poor lookout (24); 210 non-adherences to navigation code (12); Combination of these two – 112 (4) i.e. Collisions or near collisions – with the Wessex figure shown in brackets. The RRSA had also asked BR for two improvements – that have yet to be implemented. 1) When an incident report is made naming several Clubs only the primary club's CWSA seem to receive a pdf copy automatically. Any other Club mentioned just get an E mail to say they have been mentioned in an incident report - and must ask for details from the RRSA. The RRSA has asked that all Clubs mentioned automatically get a copy saving them having to contact the RRSA and for him to advise them about the incident which happens several times a year. 2) To help tackle under reporting - it these days of smart phone and instant access – BR need to develop an Incident Report Ap. for smart phones. I believe this would increase the number of incidents reports as it would allow them to be done almost immediately.

The RRSA also explained that he can "open" incident for comment/ discussion - and send them to other clubs and individuals involved if a BR membership number is known – and/or other RRSAs. He recorded that in 2016 he opened 16 Incident Reports for comment – 4 of these related to the Boat inspections which did receive some comments/responses. Most of the others were opened for comment because more than one club was involved – and/or he only received an Incident report from one of them – or only from an Event Official. Very few of these received any further comment – which is disappointing. Nationally he was invited to comment on 41 reports from other regions and did so when he thought he had something to contribute.

With regards to Safety Incidents Reported by H&D (& Wessex) Clubs in 2016 in the Wessex Region, excluding CARA/Wessex South East Coast there were 137 incidents recorded in the region – of which 12 came from CARA Clubs, leaving 125 from H&D/Wessex Clubs of which 4 were linked/duplicated – leaving 121. 4 of these were for H&D ARA Boat Inspections, leaving 117 incidents of which 34 were simple capsizes. When broken down by Club Lymington and Dolphin appear very safe having recorded no incidents in the year – in contrast Christchurch had recorded 59 – when most other clubs record between 1 and 9. The question was asked - if a Club reports a high number of incidents – if this conscientious reporting or an indication of an unsafe Club? 101 of the incidents reported were in training – 16 at events – with 13 at HDARA event and 3 from non-H&D events. Capsize at 49 was the most common incident with collision at 40 next. 30 of collision incidents were on the River Stour involving Christchurch, Bournemouth Collegiate Schools or Bournemouth Rowing Clubs and although this was of concern to the meeting it was agreed that appropriate rules were in place and it is a very busy river. [See Appendix C & D].

With 117 incidents reported – it's difficult to select ones to review – but the meeting did look in more details at a few of interest or significance and lessons could be learnt. The incidents considered in more detail were -

(6104. Christchurch. Bit of light relief - interesting location, A main street in Christchurch, New Zealand!)

7249/7668. Christchurch/Bournemouth Clash – as insurance issue raising the subject of anonymity of reports and who can have copies – which is to be an agenda item at the next NSC meeting.

6644. Southsea Regatta – summary of report from First Aiders – an example of good practice

5527. Incident on Itchen involving 10 boats & 3 launches. Itchen/BTC/Southampton University – dangerous maneuver – of which only Itchen reported.

6468/6441/6483. Good example. Capsize incident at Newport Regatta – reported by Race Officials, Regatta Safety Adviser and Scullers Club.

6578. The Cardiac arrest at Southsea Regatta. The incident at Southsea Regatta this year – and Poole Rowing Club last year led to a debate on the use and availability of Defibrillator units. Following the Southsea incident – a survey was undertaken within the region to establish the availability & location of DEFIBRILLATOR's at Clubs and events – which had been circulated – although may now need an update – for example it was known the Coalporters now had their own unit. After some discussion, the meeting agreed with a suggestion made by the RRSa that – that we recommend that – ANY HANTS & DORSET ARA EVENT THAT IS ISSUED WITH AN ASSOCIATION PERMIT SHOULD HAVE A DEFIBRILLATOR AVAILABLE ON SITE or HAVE A FIRST AID PROVIDER WHO HAS A DEFIBRILLATOR – and this should be added to the Event Water Safety Audit as one of the questions. In addition, a proposal was made that the Association should purchase a Defibrillator to be passed from event to event along with the Race Officials Safety Kits and Life Jackets. Some concern was expressed about maintaining and checking the unit – but Brett Bader from Bournemouth and Steve Woods from Dolphin both had experience of these units and were prepared to undertake this role and to facilitate the purchase of the unit by identifying a suitable model. It was thought that if the Associations affiliated clubs were prepared to contribute around £60 per club then a suitable unit could easily be funded. The Clubs in attendance were all in agreement with this proposal and it was agreed that this should go forward to the Associations AGM for consideration along with the recommendation regarding the availability of Defibrillators at event. It was accepted that this may lead to two units being available at an event but this was appropriate.

A further point of discussion with regards to the incident at Southsea Regatta was at what point an events First Aid Provision should be available and it was agreed by the meeting to recommend that safety cover should be available at least an hour before the start of the event.

Safety incidents Reported by H&D (& Wessex) Clubs in 2016 at Hants & Dorset Events. There were 17 events – excluding 1 Head Race & 1 Regatta that were cancelled – and counting Newport's two-day Regatta as two events with H&D Event Permits awarded in 2017 (16 last year). The RRSa would expect to receive reports from each club involved in an incident at an event plus one from the event safety adviser - which could be in the form of a summary of incidents on one report if all a minor nature. These were received - from Ryde,

Shanklin, Swanage and Southsea and are in addition to the 8 Incident reports received (12 last year) one of which was from One of these was from a Race Official – not a Club. H&D race officials reports noted 14 safety related incidents – significantly less than the 33-recorded last year. Assuming H&D Officials recorded all safety incidents on their reports this also implies that the under reporting of incidents at H&D events has reduced.

H&D Safety Committee Boat Inspections undertaken in 2016 and the plans for 2017. Unannounced and random boat inspections were undertaken by the H&D ARA Safety Committee at four H&D events during the season – Coalporters, Swanage, Woolston and BTC Regatta's. A total of 88 boats of all types were inspected with 27 (18) faults found – some boats having more than one fault. The number of boats inspected was slightly more than last year (2015 - 84) and the number of faults found had also increased over 2015 when there was only 18 – but comparable to the 29 recorded in 2014 – so a little disappointing. As ever the largest fault found was heel restraints – at 14 – around half, with missing or unsecured bow balls next with five faults and the missing boat ID with four.

A full heel restraint check on every boat present was undertaken at Woolston Regatta – with 49 boats checked – and seven faults found – slightly more than last year and a full inspection of Coxswains Life Jackets was undertaken at BTC Regatta where 18 Life Jackets were inspected (25 in 2015). 10 Faults were found around - 56% - against 70% last year but both figures are misleading as some Life Jackets had more than one fault. 2 of the found faults were on Deal Life Jackets – a CARA Club. Faults found - three with no Firing Mechanism Clip fitted; three had the "pull toggle" to inflate the life jacket hidden; three had no Crutch Strap fitted (a recommendation) and one had corrosion on the Co2 Cylinder. Unlike last year when there were five were the CO2 Cylinder had been fired – none were in this condition this time.

After each boat inspection, a BR incident report was raised recording the Club with a failure which was detailed in the report, submitted and opened for comment - an approach that has been adopted by British Rowing National Safety Committee as an example of best practice.

Three Clubs – Ryde, BTC and Newport - went through the inspection process with no fault found during any of the inspections – and have received an award in recognition on this. The meeting agreed that the process should remain the same for the 2017 season. [see attached Appendix E].

Regatta/Event Audits received and a report on last season's audits and for 2017. The RRSA reported that all H&D (Wessex) events submitted an event safety audit with risk assessments, safety and communication plans – with emergency plans accompanying most. These were reviewed and approved by the RRSA and BR advised so that the BR Event Public Liability Insurance would be issued by BR on payment of the appropriate fee. All H&D Events except Newport use the BR Public Liability insurance scheme – Newport use another provider – and they have been made aware of the Association Safety Committees concerns regarding their cover.

The policy in 2016 had been that – re-audits would only be undertaken where requested or where concerns were raised and on an occasional random basis. It was felt that the race officials reporting system already hi-lighted safety concerns and this would be used alongside safety committee member's observations to hi-light events where a re-audit would take place. The meeting agreed that this policy should continue but it was also suggested that the three Clubs who had failed to send a representative to the meeting – Christchurch, Coalporters and Newport should have their events re-audited in 2017 by the H&D safety Committee.

The Association Safety equipment was discussed including its status after 2016 season. Gary Joyce had undertaken the task of checking the kits and ensuring that they were ready for the new season. He reported that all eleven Race Officials Life Jackets had been serviced and all had passed Service cost to the association - £186.19. The three kits had been checked – and were in reasonable condition except

for the three first aid kits – all of which would be replaced – along with a more waterproof container for them – as all were damp – and the Loud hailers needed new batteries but were all functioning. Gary would arrange the replacements and it was agreed that no additions or changes to the kits or Life Jackets were required.

Format of the Hants & Dorset Water Safety Commission. After a brief discussion, it was agreed that the Terms of reference for the Water Safety Sub Committee should remain unchanged and the Chairman, Mark Viner of Lymington Rowing Club, Wessex Regional Rowing Council Safety Advisor, Steve Bull of Ryde R. C. and Sub Committee Members - Gary Joyce, of Itchen Imperial Rowing Club, Adam Radcliffe of BTC Rowing Club and Mick Gisborne of Southsea Rowing Club should be re-elected on block – subject to ratification at the Associations AGM.

The Venue for 2018 Meeting. The meeting agreed that the venue for the 2018 Meeting, to be held in February 2018 on a date yet to be decided, would be on the Isle of Wight – in line with the current rota - where the premises of all three Clubs would be visited – prior to the formal meeting taking place at Ryde. The visit to the IW will complete the second full cycle of Club visits – meaning that these H&D ARA Safety Meetings will have taken place for 20 years. A new sequence will therefore begin in 2019 and at that point the newly affiliated Dolphin Rowing Club need to be added to the rota – and will probably be the venue for 2019.

Any other business.

There were two items of any other business discussed -

- 2017 South Coast Championships Regatta – to be hosted by the Hants and Dorset ARA at Dorney Lake, Eton – 2nd September, 2017 – where an appeal was made to Club RWSA's to join the designated boat inspections teams that would-be set-up to inspect all the boats prior to them going afloat.
- The “new” BR “Gap Analysis” document – that had just been published by British Rowing – the RRSA encouraging all Clubs to make use of this document to test and check their safety procedures and to produce an action plan to resolve any issues.

There being no other business the meeting closed at 2.20pm with thanks to Jane Maxwell and the BTC Rowing club for their hospitality.

[Minutes taken and written by Steve Bull, February, 2017]

Steve Bull.
Association Secretary.
February, 2017.

M. Viner, Chairman.

The attached Appendices form an integral part of these minutes –
[Appendix A] The Association Secretaries Report to the H&D Autumn Council Meeting and the Wessex Region AGM.
[Appendix B] Notes from National Safety Committee Meetings.
[Appendix C] Incident Reports – reason.
[Appendix D] Incident Reports - by Club.
[Appendix E] Details of Boat Inspections.

Appendix A. Secretaries Report (Report to H&D Autumn Delegates Meeting/Wessex Region AGM)

The Regional Rowing Safety Advisers (and H&D ARA Safety Committee's) Report to the Associations 2016 Autumn Council Meeting and to the 2016 Annual General Meeting of the Wessex Regional Rowing Council.

National Safety Committee and National Safety Committee (NSC) Meetings. As the regions Rowing Safety adviser (RRSA) I attended 2 of the 4 BR National Safety meetings that were planned for 2016 – one early in the new year – and one in September – both held at the BR HQ at Hammersmith. I was unable to attend the spring meeting due to a clash with H&D event at which I was officiating – and the meeting in July was cancelled. I would hope to attend December's meeting.

Among the matters discussed at NSC was – the review of RowSafe – where Wessex contributed the “on-shore” Coastal section. The long-awaited re-view of RowSafe is finally close to completion having been approved by the NSC at the September meeting. It now goes to Sport Committee, Board then Council. Assuming others approve it should be on the BR Website at the end of November – it is almost exclusively an “on-line” document. There will be an Annual – review in April – starting in 2017.

BR will still not give safety greater prominence on the new “improved” web site than it currently has – it's found in the “Knowledge” Section. Argument is that everyone would want the same prominence – a view that seems to dismiss the overriding importance of Safety. We did manage to force an “incident reporting” link on to the front page – all be it not very obviously.

Other topics covered were – Incidents of Interest. Various incidents of interest were discussed; Life Jackets – may be a reason not to inflate; Consequences discussed - All sorts of people do all sorts of stupid things and there are never any consequences - or none that we hear about; River Authorities and their response to Safety issues; Incidents reports at events - H&D approach commended; Clubs / Events of Concern among them City of Oxford Regatta & “Bumps” – have been put on “special measures”; Volunteer of the year - Safety Award. Only nomination Andrea Worley for her work on revised RowSafe - so she gets the nod! Heel restraints /Rules of Racing Panel. NSC recommendation was 5cm/BR disagreed – choose 7cm - in line with FISA – and this was approved by Sport's Council & Council. Much disagreement even within NSC; Pathways to safety and the role of the RRSA.

Hon. BR Water Safety Adviser – Stephen Worley sends out a monthly report which is forwarded to Club RSA's and the BR Safety Alerts Which Club RSA's should receive direct from BR – are also sent out again by the RRSA to try and ensure they are not missed.

Annual BR Club Audit. All Wessex region clubs duly completed the 2015/2016 BR Club audit – although some were a little late in complying – risking suspension from racing by BR.

The 2016/2017 Club Audit – has now gone live and Club RRSA should have had an E Mail to this effect from BR. Much effort was put in during the year to overcome last year's failings and to make the audit more meaningful – and to just be about Safety matters - and while there is still work to do I believe it is a much-improved document and process. As RRSA's we should now be able to track completion by region again. There will be Automated E Mails and BR will be using Google Drive with every club and RRSA's having access to a secure folder for archive and documents – audit copies, risk assessments etc..... These will be Locked but can view and download, amend and re-load. May eventually expand to other areas. But note – to be of value the BR database needs Club Management information to be up to date – a Club responsibility. There are significantly fewer questions – although probably still too many – but down from 160 to 88. Form will be deliberately blank to make CWSA re-do but everyone will have a back-up of their safety documents with BR and you will be able to view last year's audit. Note RWSA's accept or reject – but do not approve (i.e. – is the form completed correctly). Time scales - E Mail to Clubs – End of September/Early October, Complete by End of November. Cut-off – and suspension from racing in January.

Event Safety Audits. All H&D (Wessex) events submitted an event safety audit with risk assessments, safety and communication plans – and emergency plans accompanying most. These were reviewed and approved by the RRSA and BR advised so that the BR Event Public Liability Insurance would be issued by BR on payment of the appropriate fee. All H&D Events except Newport use the BR Public Liability insurance scheme – Newport use another provider – and have assured us that this provides suitable cover.

Incident Reporting. There were no national statistics available at the September NSC meeting – but it is still believed that there is much under reporting of incidents – nationally and within the Wessex Region.

Nationally collisions remain the biggest incident reported – regionally it's capsizes.

In the period from 1st January to 31st August I have records of one hundred and three (103) incidents in the Wessex Region of which ninety-four were recorded by Wessex Region/H&D Clubs and nine of which came from CARA Clubs – which means that they are either incredibly safe or under report on an even greater scale than we do! Of the 94 incidents submitted by Wessex/H&D Clubs 4 related to H&D ARA Equipment inspections, and 7 were duplications – leaving 83 actual separate incidents logged – significantly more than the 45 recorded at this stage last year. This is probably more a reflection on improved reporting rather than deteriorating safety but this will be analysed in detail along with those reports received between 1st September and 31st December – at the 2017 H&D ARA safety meeting which will probably be held in February – when I would also hope to have some national statistics available.

Probably the most significant incident within the Wessex Region was the collapse and resuscitation of the Shoreham oarsman just before the start of Southsea Regatta. Along with the incident at Poole R. C. last year this led to a debate on access to defibrillators for Clubs and at events – and has resulted in a survey being undertaken on their location for Clubs and events – which will be a topic at the next H&D Safety Meeting to consider any concerns and recommendations we should make in the light of the incidents.

Boat Inspection at H&D/Wessex Events. Unannounced and random boat inspections were undertaken by the H&D ARA Safety Committee at four H&D events during the season – Coalporters, Woolston, Swanage and BTC Regatta's. A total of 88 boats of all types were inspected with 27 faults found – some boats having more than one fault. The number of boats inspected was slightly more than last year (2015 - 84) and the number of faults found showed a significant increase – up from 18 last year – a slightly concerning trend. As ever the largest fault found was heel restraints – at 14 – around 60% - Bow ball issues and lack of boat ID being the other significant ones. A full heel restraint check on every boat present was undertaken at Woolston – with 49 boats checked - and a full inspection of Coxswains Life Jackets was undertaken at Coalporters – with 18 Life Jackets examined with 10 failures (some had more than one fault). The BR Incident reporting system was used to summarise the results of the boat inspections once again and by opening these for comment ensured the Club Safety Advisers were advised of the issues with their boats as quickly as possible and were able to comment – and some did! Three Clubs – BTC, Newport and Ryde – went through the inspection process with no fault found during any of the equipment inspections – and will/have received an award in recognition on this.

H&D Race Officials Safety Equipment. Although not returned yet for their end of season inspection and refurbishment it is believed that the H&D ARA Safety equipment has survived another season intact although there will be the inevitable wear and tear. All the Life Jackets were professionally serviced prior to the season – and the intention is now to do this annually. The Kits and Life Jackets were loaned to Herne Bay/CARA for the South Coast Championship Regatta.

Steve Bull.

Wessex Region Safety Adviser and Hants & Dorset ARA Safety Committee.
November, 2016.

[Appendix B] Notes from National Safety Committee Meetings.

National Safety Committee and National Safety Committee (NSC) Meetings.

As the regions Rowing Safety adviser (RRSA) I attended 3 of the 5 BR National Safety meetings that were planned for 2016 - one early in the new year - one in September and one in December. All were held at the

BR HQ at Hammersmith. I was unable to attend the spring meeting due to a clash with an H&D event at which I was officiating - and the meeting in July was cancelled.

Much of the discussions at the NSC Meetings was about the long-awaited review and publication of the revised "RowSafe" document – which is an agenda item so I will not dwell on it in this report. The Club Audit was also discussed at several meetings with the reduction in questions and change in format agreed – again this is the subject of an item on the Agenda

Over the three meetings I attended there was much debate over the prominence giving to safety by BR and there was a general view in the meetings that this was not sufficient and they refuse to give safety any more prominence on the new "improved" web site than it already has – it's found in the "knowledge" section. The BR argument is that everyone would want the same prominence - a view that seems to dismiss the overriding importance of Safety. We did manage to force an "incident reporting" link on to the front page - all be it not very obviously.

Incidents of interest are a regularly discussed at the meetings – and incident statistics analysed and discussed and while still not perfect some improvements to the incident reporting system were developed, agreed and implemented. The H&D ARA procedure where faults logged at boats inspections at H&D Regattas are recorded as an incident was commended by the NSC and adopted as an example of "best practice".

Eight Safety Alerts were approved by the NSC and issued during the year – including one that came about because of a report from Christchurch about faulty defibrillator.

The HRSA – Stephen Worley – also issues a monthly report – which I choose to forward to all the Wessex/H&DARA Clubs – although I am one of just a few RRSA's that do this – but I believe in the widest possible circulation of all matters relating to safety.

Other area discussed at NSC Meetings included –

First Aid cover at events – a recent incident was hi-lighted – where an ambulance was called but after 3 hours had not arrived so the patient was taken to hospital by car. The recommendation is that travel time to hospital should be part of the event assessment and that a Member of Medical committee is to attend the next NSC meeting to answer questions.

Regional AGM Reports. The WAGS report had been uploaded to RowHow. The Wessex report would be uploaded after the safety Meeting in February.

Clubs / Events of Concern. None reported. BR operate a "traffic light" system.

Heel restraints. Much debate on heel restraints and the rule/regulations that applies especially within FISA where the rules/regulations differ from BR Rules. Conclusion was that FISA rules/regulations are not our concern. The 70mm rule still applies in the UK. Foot plate angle/shoe size has an impact. Argument can't be set by a single liner measurement – should be set less than horizontal. Stephen Worley got loads of stick because of the mixed messages he had been sending out ref. Heel restraints in his monthly reports as opposed to the GB Rules of Racing and RowSafe.

Trailers. Note: boat Weight – allow 20kg per seat - www.gov.uk/towing-rules

Have been three significant trailer "collapses" in the last few months.... draw bars snapping. Caravan club have rejected "trailer MOT's".

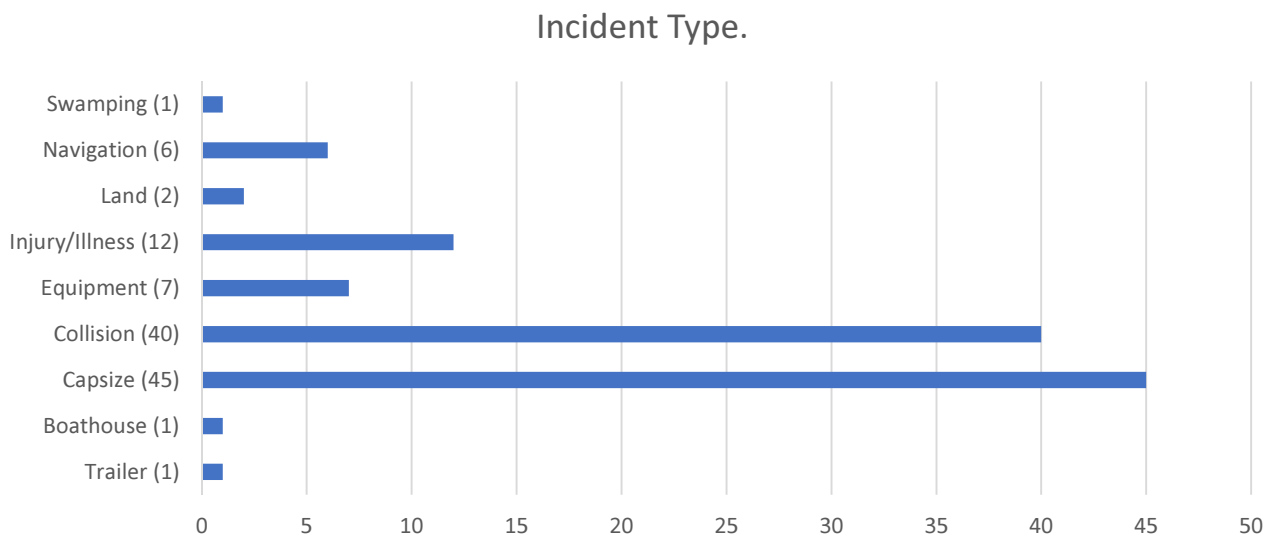
Angela Worley was nominated by the NSC, unopposed, for her work on the revision of RowSafe.

Next Meeting Dates. 2017 NSC dates - 4th March or 11th March 2017; 24th June 2017; 16th September 2017; 16th December 2017.

Steve Bull. RRSA, Wessex Region. January, 2017.

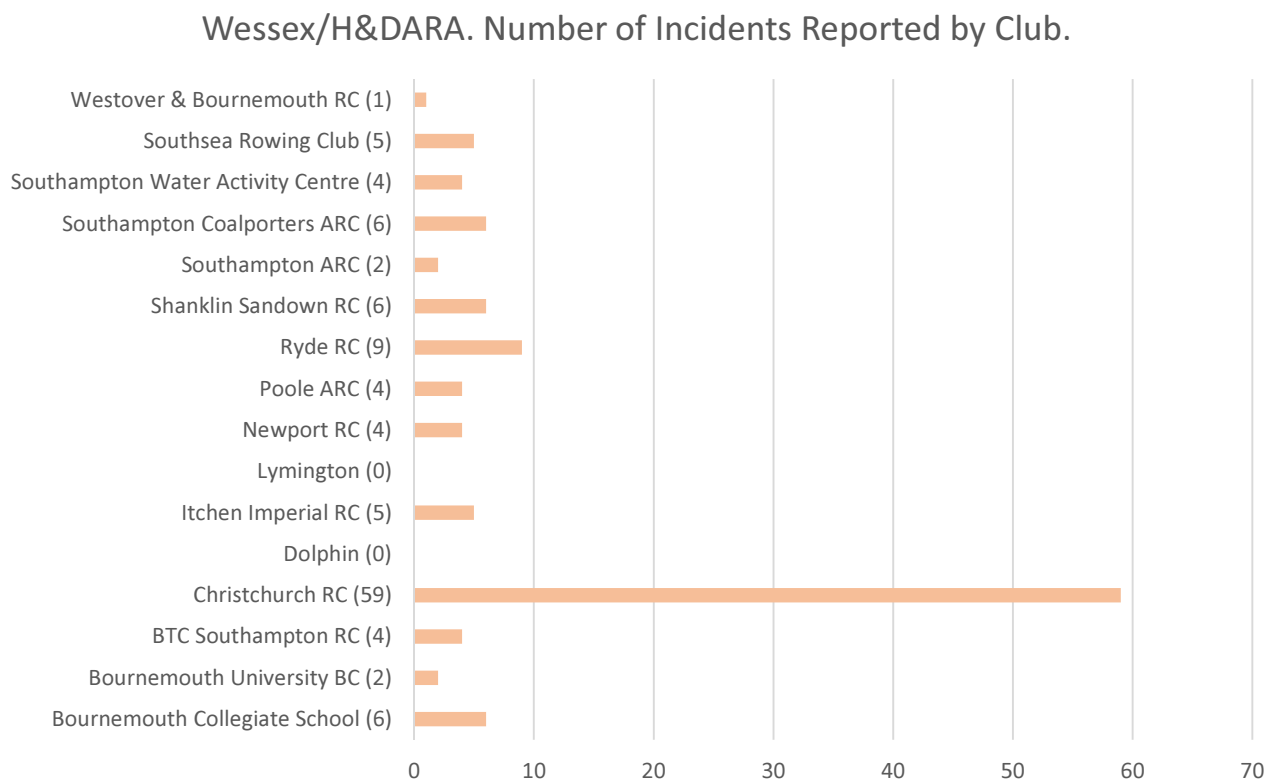
[Appendix C] Incident Reports – reason.

Incident Reports – by reason.



[Appendix D] Incident Reports - by Club.

Incident Reports – by Club.



[Appendix E] Details of Boat Inspections.

